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# Hongkong Daily Press.

ESTABLISHED 1857.

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Hongkong, 1st January, 1901. [a1547]

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Hongkong, 1st October, 1901. [a1552]

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Hongkong, 4th April, 1901. [a1556]

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Hongkong, 7th June, 1902. [a1605]

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Everything of the Best.  
Dinner Parties by Special Arrangement.  
Billiards (Thurston Match Table).  
Most perfect culinary arrangements.  
Food both in European and Eastern styles.  
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Proprietor.  
Hongkong, 25th November, 1901. [a1599]

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GRANDE-GRILLE  
CONTREXEVILLE  
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Apply to—  
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BRASS AND IRON FOUNDERS.  
COAST AND RIVER STEAMERS, STEAM WATER BOATS, LIGHTERS,  
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NEW GOODS.  
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BATH BLANKETS,  
BATH TOWELS,  
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ESTABLISHED IN LONDON IN 1815.  
SHIPPERS TO CHINA FOR 75 YEARS.  
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The following are some of their Stocks with the undersigned:—  
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Distinguished by 4 Stars on the label.  
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This fine Wine is old, soft, and of grand flavour. See analysis and certificate by Professor Cassal.  
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A fine, full, and fruity wine.  
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A natural and most pleasant wine to the taste.  
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C.P. & Co.'s OWN SPECIAL BLEND WHISKY, \$11.25 PER DOZ.  
Very soft, palatable, and mature.  
EVERYBODY SHOULD TRY THESE ITEMS. THEY ARE UNEQUALLED AT THE PRICE.  
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SALES ARE IN FULL SWING.

FRUIT SYRUPS.  
LIME FRUIT JUICE. LIME FRUIT CORDIAL.  
FRUIT TABLETS.  
PERFUMERY. DISINFECTANTS.  
SPONGES.  
PEACH BLOSSOM SOAP. CHAMPAGNE BITTERS.  
WATKINS, LIMITED. [a133]  
Absolute purity can only be obtained by distillation. Avoid Typhoid, Cholera and other ailments by drinking Pure Water.  
Only Pure Treble-Distilled Water is used in the Manufacture of

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"No filter has ever been invented which can be relied on to catch the germs of Cholera the real safeguard against danger of this kind is either to drink no water at all or to drink only distilled water."—St. James's Gazette.  
CALDBECK, MACGREGOR & CO.  
SOLE AGENTS FOR THE AQUARIUS COMPANY.  
Hongkong, 30th June, 1902. [a136]

COTTAM & CO. HONGKONG HOTEL BUILDINGS.  
NEW TERAI AND FELT HATS,  
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MANUFACTURERS OF THE BEST QUALITIES OF ASBESTOS PACKINGS &c., "GLADIATOR" Packing for High Pressures. Recognized by leading Engineers to be the best combination of Metal and ASBESTOS ever introduced. Reduces friction to a minimum on Piston and Valve Rods, and is absolutely imperishable. "GLADIATOR" and "VICTOR METALLIC" BOILER JOINTS as SUPPLIED TO H. M. and other FOREIGN NAVIES. ASBESTOS "SALAMANDER" Non-conducting Boiler Covering Composition used exclusively by the British and American Navies. ASBESTOS FIREPROOF COLOUR and FUNNEL PAINT "SALAMANDER" Lubricating and Cylinder Oils of the Best Qualities. "CAURICEDALE METAL" Anti-friction Plastic Metal, recognized by engineering experts to be the best Metal in the Market.  
ESTIMATES GIVEN FOR EVERY DESCRIPTION OF WORK.  
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THIS FIRST-CLASS HOTEL IS BEAUTIFULLY SITUATED IN THE BEACH AND COMMANDS EXTENSIVE VIEWS ON ALL SIDES OF THE SEA AND MOUNTAIN SCENERY, FOR WHICH CHEFOO IS FAMOUS. IT IS NOW UNDER NEW MANAGEMENT, HAS BEEN RECENTLY REARRANGED AND REFURNISHED, AND IS SECOND TO NONE IN COMFORT.

GAS LIGHTING THROUGHOUT.  
COMFORTABLE ROOMS.  
SPACIOUS VERANDAHS AND TERRACE.  
TENNIS AND BATHING.  
R. PEREZ, MANAGER.  
TELEPHONE NO. 6. [1631]

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A First Class Hotel in every respect  
Elegantly Furnished Reading, Music, and Smoking Rooms.  
Dining Accommodation for 250 persons  
Hydraulic Elevators to every floor.  
Cuisine of the best.  
Hot and Cold Water throughout  
Wines and Groceries imported specially from Europe and America.  
Electric Lighting in the Billiard Rooms.  
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Bedroom Accommodation—132 rooms.  
Fire Extinguishing Mains on every floor.  
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THE PEAK HOTEL.  
Admirably Situated. Sheltered from the North-East Monsoon and Open to the South-West Monsoon.  
A COVERED GANGWAY LEADS FROM THE TRAMWAY TERMINUS INTO THE HOTEL.  
Telephone No. 29.  
Town Office: 7, DUNDRELL STREET. [a190]

HOTEL CRAIGIEBURN.  
PUNKET'S GAP, The PEAK, near the Tram Terminus.  
Tel. 56.  
For Terms, apply to the MANAGER.  
Hongkong, 2nd July, 1900. [a152]

THE CONNAUGHT HOTEL.  
A FIRST CLASS HOTEL of 45 Bedrooms, elegantly furnished.  
The Hotel is situated near all the Banks and Principal Offices in the Colony.  
Special Attention paid to the Comfort of Guests.  
Cuisine excellent; under Experienced Management.  
Terms Moderate.  
F. D' A. SILVA, Manager.  
Hongkong, 23rd May, 1902. [a151]

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(HOTEL-SANITARIUM OF SOUTH CHINA)  
HAS been re-opened under European management and most strict supervision as to food, cleanliness, and hygiene of the place. All comforts of a home.  
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Comfortable accommodation for travellers paying a visit to the historical and picturesque colony of Macao.  
Macao is 40 miles south-west of Hongkong. One steamer (ss. *Heungghien*), daily to and from Hongkong, and two steamers to and from Canton, give easy communication with both these centres.  
—Cable Address—"BOA VISTA."  
For Terms, apply to THE MANAGER. [a1167]

HING KEE HOTEL.  
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THIS First-class and well-famed establishment is pleasantly situated in the centre of PRAYA GRANDE, facing south, with a charming view of the sea on the front. Comfortable and well-furnished Bedrooms. Cuisine Excellent. Prompt Attendance.  
Terms very Moderate.  
L. HING KEE, Proprietor.  
Telegraphic address "Hingkee." [a1849]

VICTORIA HOTEL,  
SHAMEN, CANTON.  
BRITISH CONCESSION.  
GOOD Accommodation.  
Excellent Cuisine.  
Every Convenience for Tourists.  
T. E. DA CRUZ, Manager.  
Canton, 1st October, 1901. [a1837]

NOTICE IS HEREBY GIVEN that, under date the 23rd of June last, Telegraphic Instructions have been received from the Government of India notifying that the Regulations of the Venice Convention will be enforced on all persons or articles arriving from Canton at Indian Ports now free from infection.  
JAMES SCOTT  
H. M. Consul-General.  
Canton, 1st July, 1902. [1840]



## INTIMATION

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## COGNAC BRANDIES

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"The Finest Beer brewed in America."

## AERATED WATER

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THE HONGKONG DISPENSARY.

[31]

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ONLY communications relating to the news columns should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with communications addressed to the Editor not for publication, but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

No anonymous signed communications that have already appeared in other papers will be inserted.

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## BIRTHS

On the 3rd July, at "Oxford," Park, the wife of F. G. COLLINS, of a daughter. Baltimore and New York papers please copy. (1859)

On the 23rd May, at Vienna, FRAU EDWIN MULLER, the wife of HERB MULLER, Director of the Siam Canal, Land, and Irrigation Company, of a son.

## The Daily Press.

HONGKONG OFFICE: 14, DE VOUX ROAD CL.  
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 4th July, 1902.

In a clearly reasoned and temperately worded letter to our Shanghai morning contemporary on Tariff Revision, Mr. ARCHIBALD LITTLE deals very forcibly with this great question. Recognising to the full the great value of Sir JAMES MACKAY's proposal in favour of granting an addition of ten per cent. to the import duty in exchange for the abolition of *lekin* and other internal taxes, he points out that unless a really fair equivalent be obtained the foreign trade will only be further hampered without any corresponding advantages being secured, for the *lekin* and *leki-shui* put together now only average about five per cent. He is therefore in favour of granting an addition of ten per cent. to the import duty in exchange of and for the abolition of all internal duties and the opening up of the country in freedom and security. By freedom he means that a foreigner shall be at liberty to carry on legitimate business, purchase or lease land, establish industries, and enter into industrial partnerships with the Chinese in any part of the Empire. He would effect a clean sweep of all Custom-houses and *lekin* stations in China, and to make certain that no machinery remained to enable the mandarins to levy squeezes, he would abolish the salt and opium *lekin* stations. The salt tag, he says, could be levied as an excise at the place of production, and the duty on opium collected from the hands of the producer if Chinese, or at the place of import if of foreign origin. This proposal is one

that is not likely to find ready acceptance with the Chinese officials, for it is certainly calculated to reduce the army of parasites that now prey on the industry of the people. It is also probable that the mandarins would oppose the granting of any further privileges of residence, ownership of land, or acquisition of mines by foreigners in the country. At the same time, if the Chinese Government really wish for an increase in revenue they must face the consequences. It is absolutely impossible that a further increase in the import duties can be conceded without such a *quid pro quo* as that referred to, otherwise foreign firms in China would find themselves in a singular and most undesirable position *vis-à-vis* Chinese dealers. The present increase in the duties to five per cent. effective, instead of the nominal five per cent. *ad valorem* formerly imposed, has, coupled with the recent drop in exchange, served to bring about almost a total suspension of the importing trade. What would happen if an additional ten per cent. were now imposed? It is not easy to predict, but we may safely assert that the import trade would become exceedingly restricted. The extra taxation could only be borne synchronously with a large development of trade and the concession of facilities for conducting it with economy, expedition, and safety.

Mr. LITTLE shows how the concession to navigate the Upper Yangtze has been rendered null and void by the fact that a registered steamer has to sail from Ichang to Chungking under sealed hatches and is not at liberty to trade at the numerous way-ports. Foreigners are also precluded from leasing land at the rapids in order to effect improvements for the ascent of these obstructions, and thus the concession is rendered practically worthless. Similar conditions clog the so-called concession of the navigation of the inland waters negotiated some three years ago by Sir CLAUDE MACDONALD, and both on the Yangtze and up the West River the privilege has been reduced to a farce by the imposition of regulations which debar steamers from calling at way-ports if bound to a Customs port. What is wanted is perfectly free navigation of inland waters after payment of duties at the first Customs port on the river if from a foreign port, or at the port of embarkation of cargo if a Chinese treaty-port. Sir JAMES MACKAY is gallantly fighting this latter question. He recognises plainly enough the farcical nature of the concession made to Sir CLAUDE MACDONALD and is working steadily to convert it into a real privilege which will not only benefit foreign trade but be of enormous advantage to the Chinese as well, in developing trade and opening up the resources of the country. Finally, if the import trade is to receive a genuine and lasting stimulus, we must work for the increase of China's exports. Under present conditions there is little chance of their expansion, for the export duties are in many cases almost prohibitive. The tea trade has in great measure been killed by the imposts with which it has been hampered. The Indian and Ceylon products now hold the British markets for the most part, but it may be safely predicted that if more care were given to the cultivation of the tea and the taxes upon its export lightened there would at least be a chance for a revival of the trade. It is true that the British taste has become somewhat perverted, and a liking for a strong coarse beverage has been fostered by the arid teas of Assam and Ceylon, but there may be a change of taste when it is found how deleterious are these strong decoctions, in which tannin has so large a place. There are many other products of the Celestial Empire which would soon become important articles of export if only the duties upon them were reduced to some trifling amount. But it cannot be too often insisted upon, it cannot be too plainly given out, that, if the British Government consent to allow the imposition of an additional ten per cent. in the import duty, they must be absolutely assured that this will not only be final, but that its payment will actually secure the privileges referred to above. The history of past diplomacy in China is marked by failures arising, in the main, from inability on the part of the Powers to realise the fact that the provisions of the Treaties are regarded by the Chinese as engagements to be evaded either by open infringement, misinterpretation, or procrastination.

The French flagship *D'Entrecasteaux* left for Chefoo yesterday.

Sir Henry and Lady and Miss Blake last month returned from Ireland to London, where they were staying at Queen Anne's Mansions.

Four more fatal cases of plague were reported up till noon yesterday. The victims were Chinese, and all the bodies were found in the street.

A Chinese woman on the military hospital *Jubilee*, while walking across another launch to step on board a boat to take him to the *Jubilee*, fell down its hold and sustained injuries from from which he died.

At the Kobe Regatta on the 27th ult. Shanghai beat Kobe in the Double Sculls by three lengths.

Gun practice will be carried out from the Boquer Batteries on the 15th inst. at targets in a north-westerly and westerly direction; practice to commence about 8.30 a.m.

Riots have occurred in two places in the province of Chollado, Korea, owing to the extortions of tax-collectors. Three Japanese residents were killed in one place, and some fishermen in the other.

Major-General Sir Arthur Dordard, K.C.B., D.S.O., has been recalled home by the War Office, receiving the order on his return to Shanghai from Japan on the 24th inst. General Dordard left Shanghai by the *Empress of Japan*, and should arrive here to-day.

We read of a German botanist discovering on the Bismarck range of mountains, German New Guinea, whole forests of *gutta-percha* trees "of the species which in Latin is called *gutta merala*." We wonder what sort of Latin it is certainly not the *gutta merala* variety.

There are in Japan at the present time 757 missionaries. This includes the wives. The total number of baptisms last year was 3,139. The church membership at present is 42,451. There are 431 churches. Of these, 95 are wholly self-supporting. The Sunday schools number 949; and have 36,310 scholars. The contributions for a year were \$51,114.25.

According to a *Times-Mercury* telegram of the 26th ult., the *Lancet* and the *British Medical Journal* publish a clinical history of His Majesty the King's illness. Both give a hopeful view of it, and ask the public to discredit all the wild rumours that have been circulated. The bulletins are absolutely sincere, and the King is suffering from peripneumonia and nothing else. The first symptoms showed themselves on Friday, the 13th ult.

1901 seems to be a very bad year, in the matter of epidemics, all over China. We have been hearing of grave outbreaks in the North, and much the same is the case over the South. Now cholera and plague are reported terribly bad in the country districts near Amoy and the coast line. Neither has entered the more distant inland centres, but every day brings news of fresh victims in places within 80 to 100 miles of the coast both north and south, though it is lost in Amoy itself. Scorching 755 has been severely afflicted. Epidemics of diphtheria, scarlet fever, smallpox and cholera having followed upon each other in quick succession. Thousands of people have died from these diseases, and the cholera seems to be of a very malignant type. In addition there has been an amount of typhoid and other fevers in Soochow.

The following passage, which occurred in the House of Commons on the 3rd ult., leads up to the telegram from our London correspondent which we publish in to-day's issue:—Sir C. Dilke asked the Under-Secretary for Foreign Affairs whether he would state what was the present position of negotiations as to Newchwang. Viscount Cranborne: By the convention between Russia and China signed on April 8 Russia has agreed to evacuate within six months from that date the south-western portion of the province of Mukden up to the River Liao, and to hand the railways over to China, and within a further period of six months to evacuate the remainder of the province of Mukden, which includes Newchwang and the province of Kirin. Sir C. Dilke: Can the noble lord say whether there has been a hitch since that time in regard to the railway? Viscount Cranborne: I am afraid I must ask notice of that question.

The Federated Malay States Police Report for 1901 dwells upon the steady diminution in serious crime during the year in that quarter. During the whole year the efficiency of the police has been hampered everywhere by an inadequacy of officers. Where it was possible to fill vacancies, new and inexperienced men were only available. Many inspectors were engaged and found useless and had to be got rid of, and on the 1st January the Force was nine inspectors short and again at the end of the year. Matters had then improved to an extent, there being eight vacancies out of a complement of 32, a fourth. In consequence of the unsatisfactory results consequent on engaging men locally as inspectors, it has been practically decided to procure them in future from England. These inspectors will be considerably handicapped in the performance of their duties, which will, in consequence of the Force being so short-handed, have to be immediately taken up without their having time to first learn them.

The *Courier Saigonnais* makes out that at a pinch France can help Russia in Manchuria with 50,000 troops. European and Native from Indo-China. This array looks less formidable after the admission that the commissariat and armament arrangements fall far below par. Besides, what value are we to attach to the Indo-Chinese troops (especially Europeans) after the experience of North-China? The troops from France are deservedly respected—but a sojourn in Indo-China appears to work wonders in deterioration. The Saigon paper also, we see, says that in event of a struggle with Russia, Britain would send a force of 1,500 to 2,000 men from India to reinforce the 1,500 Sikhs in the service of the Government at Bangkok and enlist a force of 30,000 Siamese destined in invade Cochinchina. We must count too among the auxiliaries of the Anglo-Japanese alliance 25,000 Chinese pirates and Black Flags, well armed and paid by England and ready to make an irruption into the North of Tonkin!

The Russo-Chinese Bank will pay a dividend of 15 roubles.

Now shares at 103½ have been issued for the Shantung Railway.

The relieving troops for the East Asiatic German Brigade have left Germany.

A paper on "Our Future Colonial Policy" was to be read before the meeting of the Royal Colonial Institute on the 10th ult. by Mr. Archibald R. Colquhoun.

Mr. J. O'Neill, Deputy Expenses Account Officer, Hongkong Naval Yard, has been appointed to a similar position at Portsmouth, vice Mr. Townshend, appointed to Hongkong.

The rent of the *Centurion*, battleship, which has extended over a considerable period at Portsmouth, is to be completed at an early date. No official announcement, however, has yet been received as to the future destination of the vessel.

As the result of the agitation by the members of the local Fire Brigade for an increase of pay, a matter which was first mooted in the *Daily Press*, the Government has offered, in addition to the men's ordinary pay of \$9 per month as firemen, to grant them a dollar each for every fire they attend. The concession is not favourably viewed.

The most interesting of the Coronation visitors to London from India, because the least used to travel, is the Maharaja of Jaipur, who arrived in London on the 3rd ult., together with his household god. This Prince claims to be directly descended from Rama, the legendary Indian hero and King, and is doing everything possible to preserve his caste intact from the contamination of foreign travel.

It is reported in the *Times* papers just to hand that in the sale to Mr. Alfred Holt of the China Mutual Steam Navigation Company's ships, Mr. Holt is acting as agent, the real purchaser being Mr. Hill, the president of the Great Northern Railway of America. Mr. Hill, who is having the two huge steamers being built to his order for the Pacific trade, will add the Mutual boats to the Seattle run.

In the House of Commons on the 5th ult., in reply to Mr. John Hutton, who asked the Secretary to the Admiralty whether his attention had been directed to the efficiency of the shooting of the *Barfleur* and *Terrible*, obtained under the system of instruction invented by Captain Percy Scott, C.B., of the *Terrible*, and whether the Admiralty would issue Captain Scott's models and apparatus to other ships in the Navy, so as to have the system thoroughly tried and reported upon, Mr. Arnold Forster stated that the Admiralty is fully acquainted with the excellent results of the firing on the *Barfleur* and *Terrible*, and with the still better results recently obtained on board the *Cressant* on the North American Station. The Admiralty have recognised the desirability of extending the use of Captain Scott's system, and have taken the necessary steps to supply the apparatus to such an extent as may be necessary.

## THE CORONATION ADDRESSES.

Members of the general public who are desirous of witnessing the presentation of Addresses at Government House to-morrow may be present at 4.30 p.m. Heads of Government and Navy and Military Departments and members of the Coronation Committee, with their wives, are asked to be in attendance at 4.15. Full dress is de rigueur.

## THE "TAMBA MARU" AGROUND.

The Nippon Yusen Kaisha s.s. *Tamba Maru* (Captain T. W. Wale) ran aground yesterday while leaving the Harbour for Japan. She had been lying alongside the Kowloon Wharf and was due to sail at noon. After being backed out from the wharf, her head was pointed for the northern entrance, and she was got under way. But in rounding the point opposite the *Terrible*'s anchorage, she took the ground about 200 yards from the Pollio Pier and remained fast on the bank for one and three-quarter hours. The steamer floated off at 2.45 p.m. with the rising tide. When the mishap took place Inspector P. Riley of the Water Police telephoned to the Dock Co. informing them of what had happened, and also notified the Harbour Master. No assistance was required, however, the steamer floated off safely and no damage having been sustained, she proceeded on her voyage to Japan. There was a strong current running about 4 knots, when the vessel grounded.

## THE LATE MR. D. GILLIES.

It appears from the home papers that the late Mr. David Gillies arrived in London on the 9th May and left London on the 21st. As he had some business to transact in Glasgow, he went to the Station Hotel on arrival, where he remained till his death on Tuesday morning, the 27th May. After arrival in Glasgow he appeared to his friends to be in very good health, the only thing he complained of being a cough which troubled him somewhat. On the morning he died he rang the bell about 4.45, and on the night porter going up found him sitting on the side of the bed. He told the night porter to ring up a doctor, which was done without loss of time. After doing so the attendant went up to the room and asked if he could do anything for Mr. Gillies, and was told no. The doctor arrived about 5.15, and found Mr. Gillies lying down in bed, but unconscious, and he breathed his last shortly after from heart failure. The doctor tried various means to bring him round, but they were unsuccessful. He was buried on the 30th May in Rothay Cemetery, and his remains were followed by a number of his old Hongkong friends at present in Scotland.

## TELEGRAMS.

## "DAILY PRESS" SERVICE.

[FROM OUR SPECIAL CORRESPONDENT.]

## FAR EASTERN AFFAIRS.

LONDON, 2nd July, 7.5 p.m.

## RUSSIA AND NEWCHWANG.

Lord Cranborne, in answer to a question by Sir Charles Dilke in the House of Commons, said that Great Britain had not protested against the collection of *lekin* by Russian at Newchwang. It was expected that an agreement would shortly be concluded whereby Russia will restore Newchwang to China.

## THE PHILIPPINES BILL SIGNED.

Both Houses of Congress have adopted the Committee's Philippine recommendations, and President Roosevelt has signed the Bill.

## THE KING'S PROGRESS.

## OFFICIAL TELEGRAM.

We received last night from the Colonial Secretary a copy of the following telegram, from the Secretary of State, London, to Governor, Hongkong, dated 3rd July:—

"His Majesty the King reported to be making steady progress in every respect. The wound, the dressing of which has at times caused considerable pain, is now much less troublesome and began immediately to heal. His Majesty's courage and patience have called for the greatest admiration. The Queen has been in constant attendance in the sick-room, where utmost quiet is enforced. His Majesty seeing no correspondence and being approached on no affairs of State or business. I do not propose to telegraph again unless any important change occurs."

## REUTER'S SERVICE.

LONDON, 1st July.

## CRONJE SIGNS ALLEGIANCE.

Cronje has signed the oath of allegiance to Great Britain at St. Helena.

## THE BOMBERS.

The bombers throughout the United Kingdom were started last night by a huge rocket sent up from the Great Wheel at Earl's Court.

Prince Komatsu, landed yesterday with T.R.H. the Duke and Duchess of Connaught.

LONDON, 1st July.

## THE KING'S PROGRESS.

The bulletin issued at seven this evening says that the advancement in the condition of His Majesty during the day is maintained, and that his appetite is improving. The dressing of the wound is less painful, but His Majesty is easily fatigued with the least exertion.

## INSPECTION OF COLONIAL CONTINGENTS.

The Colonial Contingents under the command of the Duke of Connaught have been reviewed at the H. S. Guards. The contingents from Borneo, Singapore and the Straits Settlements, Hongkong, and Weihaiwei were among those present. The utmost enthusiasm prevailed, and a great crowd lined the route of the parade.

## THE GOVERNOR OF INDO-CHINA.

The appointment of M. Beau, French Minister at Peking, to be Governor of Indo-China is announced.

## THE CORONATION COMMITTEE.

The following is the letter which has been forwarded to H.E. the Officer Administering the Government in reply to that which he sent to His Lordship W. Moigh Goodman, Chief Justice, Chairman of the Coronation Committee, expressing his appreciation of and gratitude for the labours of the Committee in connection with the arrangements for the local celebration of the Coronation of King Edward:—

Hongkong, 2nd July, 1902.

Sir,—I have the honour to acknowledge the receipt of your letter of 28th ultimo, and, on behalf of the Coronation Committee, beg to thank you for the kind expressions of good will and appreciation which it contains. I need hardly assure Your Excellency that whatever the various members of the Committee may have done towards making fitting preparations to celebrate the Coronation of Their Majesties has been done most heartily, and that we have all been only too pleased to place ourselves at the service of the community on such an occasion. The general disappointment which the postponement of these celebrations has caused is far outweighed by the anxiety felt by all at the sad state of His Majesty's health, and we can most earnestly echo the sentiment already expressed elsewhere that "we can but hope and pray for his speedy recovery." I will take this opportunity of expressing, on behalf of the Committee, and I feel sure, of the whole community, the high appreciation we all feel for the sympathy and support which your Excellency has throughout accorded to us in our endeavours to arrange for the suitable celebrations of the Coronation of Their Majesties, and particularly with regard to the steps taken by your Excellency to secure for the public from His Majesty's Secretaries of State the valuable provision of the Park in Kowloon. We trust the "King's Park" may remain for all time a pleasing testimony of the interest and kindly sympathy which your Excellency has ever displayed in advancing the welfare of the Colony of Hongkong. I have the honour to be, Sir, your obedient servant,

W. MENON GOODMAN.

Chairman of the Coronation Committee.

H.E. Major-General Sir Wm. JULIUS GARNER, K.C.M.G., the Officer Administering the Government, Hongkong.

## CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our correspondents.]

## WATER BILL: SOME CRITICISMS AND SUGGESTIONS.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 2nd July.

In Hongkong we have only a limited supply of water, but sufficient even without augmentation of the present sources of supply to afford every one, with reasonable economy, enough for every legitimate purpose the whole year round.

From June last year to the end of May this year was the driest season ever known in the Colony for many years, yet in that period there were actually distributed from the reservoirs over 1,200 million gallons of water—a quantity which if it had been spread evenly over the year would have given over 31 million gallons a day, or about 16 gallons a head a day to the population of Victoria and the Peak District.

The reason why the quantity was not sufficient last year and why larger quantities have not been sufficient in former years to avert a serious shortage in the supply at the end of the dry season, is known to be the excessive consumption in dwelling-houses in Victoria. In both the Peak District and Victoria water is laid on to every house, but in the Peak District the supply to each house is measured by meter and excessive consumption has to be paid for, while in Victoria there is no effective check of any kind on the quantity of water used.

The system under which water is supplied in Victoria having thus been proved unsuitable to the circumstances of the Colony, it has become the clear duty of the Government to try to devise some scheme whereby excessive consumption, or in other words waste, may be checked, while most of the available supply is distributed—for water hoarded is no use to any one. This should be done as far as possible without imposing on such householders who do not use more than their fair share of water any greater burden than they are already called upon to bear in the form of the 2 per cent. water rate, which is supposed to, and I believe in fact does, cover the annual cost of the water-supply of the Colony. It is perfectly fair and reasonable to punish householders who abuse the privilege of a house-to-house supply, by charging them heavily for the water they waste or use in excess of their fair share or by cutting off the supply to their houses and leaving them to draw water for themselves from public fountains; but it is unfair and unreasonable to give them in return for the rates they pay less than a fair proportion of the available water.

To check the excessive consumption of water in Victoria the proposals in the Government Water Bill seem the most practical that can be suggested. They are, put shortly, to give house owners the option either of having the supply to their houses disconnected and letting their tenants draw their water from public fountains (which are to be provided in plenty) or of having the supply measured by meter and paying for the excess used above a quantity proportionate to the ratable value of their houses. The distinction between "domestic" and "non-domestic" supply is at the same time abolished and the charge for water is the same whatever purpose it is used for. But the quantity as provided in the Bill that may be used free of extra charge is far too small for the needs of the population and absurdly disproportionate to the total quantity available.

By the Bill "excess consumption" is thus defined—"any quantity of water ascertained by meter as having been used in a tenement in excess of a quarterly allowance, which at 50 cents per 1,000 gallons would be equal to 4 per centum on the (annual) rating valuation of the said tenement."

Thus in a house rated at \$1,200 the quarterly "free" allowance would be \$50 x 2 x 1,000 = 8,000 gallons, or between 88 and 89 gallons a day. On the same house the water rate would be 324 per annum and the annual "free" allowance 32,000 gallons, costing the householder 75 cents per 1,000 gallons.

Now the total ratable value of Victoria and the Peak District is a trifle under \$7,140,000. According to the proposals in the Bill the total "free" allowance will amount to only 47 million gallons a quarter, or 188 million gallons a year, out of a total available minimum supply of over 1,400 million gallons or rather less than one sixth of the whole or about 2½ gallons a head of the population per diem. In the present Water Ordinance it is laid down that the "prescribed domestic supply" shall in no case be less than 5 gallons per head per day, and the experience gained in Kowloon, where water is drawn from public fountains by the inhabitants for their own use, shows that people actually use about 7 gallons a head a day.

To stipulate a "free" allowance as proposed is, I venture to think, to inflict unnecessary inconvenience or expense on nearly the whole population of Victoria and the Peak District. If the whole population were to draw their water from public fountains the consumption at the Kowloon rate would be under 550 million gallons a year. It would therefore seem not unreasonable that at least one half of the total minimum available supply should be taken as the maximum to be distributed "free" in the houses of ratepayers instead of one sixth, as proposed in the Bill.

In order to provide for the time when an increased supply will be available in Hongkong, I would suggest that "excess consumption" be defined as "any quantity of water ascertained by meter as having been used in a tenement in excess of a quarterly allowance of 20 gallons.











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**NOTICE IS HEREBY GIVEN** that the SIXTH GENERAL MEETING of SHAREHOLDERS in the above Company will be held in the COMPANY'S OFFICES, No. 4, Queen's Road Central, on TUESDAY, the 8th inst., at 12.30 p.m., for the purpose of presenting the Report of the Directors, together with a Statement of Accounts for the period ending 30th April, 1902.  
 The TRANSFER BOOKS of the Company will be CLOSED from the 30th June to the 14th July, inclusive.  
**JOHN D. HUMPHREYS & SON,**  
 General Managers.  
 Hongkong, 26th June, 1902. [1781]  
**THE HONGKONG ELECTRIC COMPANY, LIMITED.**  
**NOTICE IS HEREBY GIVEN** that the THIRTIETH ORDINARY YEARLY MEETING of SHAREHOLDERS will be held at the COMPANY'S OFFICES, No. 4, Queen's Road Central, on TUESDAY, the 8th inst., at 12.30 p.m., for the purpose of presenting the Report of the Directors, together with a Statement of Accounts for the period ending 30th April, 1902, and electing Directors and Auditors.  
 The TRANSFER BOOKS of the Company will be CLOSED from the 24th instant to the 8th prox., both days inclusive.  
 By Order of the Board of Directors,  
**GIBB, LIVINGSTON & CO.,**  
 Agents.  
 Hongkong, 20th June, 1902. [1702]  
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 Ejector Brass Cases 7.50 ... 8.25  
 5 per cent. discount on orders of 1,000 and over.  
 Apply to—  
**WM. SCHMIDT & CO.,**  
 Gunmakers,  
 Hongkong.  
 Hongkong, 3rd July, 1902. [1839]  
**REPARTICAO SUPERIOR DE FAZENDA DA PROVINCIA DE MACAU.**  
**NOTICE IS HEREBY GIVEN** that on 16th July next, at 1 p.m., the adjudication by Public Auction will take place in this Office, of the "Sole privilege of preparing Opium and of selling it in Macau, Taipa and Coloane as well as of exporting the same from Macau for the period of ten years; from 1st September, 1903, to 30th June, 1913." Full information as to the conditions for the concession of the privilege can be obtained in this Office in all working days from 10 a.m. to 3 p.m.  
**JERONIMO FORTOURA DE CARVALHO,**  
 Inspector, St. Fazenda.  
 Macao, 14th June, 1902. [1725]  
**COLD STORAGE**  
**THE HONGKONG ICE COMPANY, Ltd.**  
 Have now 40,000 Cubic feet of Cold Storage available at EAST POINT. Stores will be Open at 10 a.m. and 4 p.m. daily, Sundays excepted, to receive and deliver perishable goods.  
**WM. FARLANE, Manager.**  
 Hongkong, 18th November, 1901. [6]  
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**HUNG CHAI & CO., WONGKOK, YAU MAI.**  
**MANUFACTURERS of MOSAIC BRICKS of all Colours and Designs.**  
**YEE SEUN & CO., Agents.**  
 No. 61, Tsimsham Street, Hongkong, 6th March, 1902. [71]

## CHESS NOTES.

BY X. Y. Z.

The games in the Hongkong-Singapore cable match have progressed to the following points:—  
**ALLOUAIN-THOMAS GAMBIT. RUY LOPEZ.**  
 White. Black.  
 (Singapore.) (Hongkong.) (Hongkong.) (Singapore.)  
 1. Kt-K4 P-K4 P-K4 P-K4  
 2. P-K4 P-K4 2. Kt-KB3 Kt-KB3  
 3. Kt-KB3 P-K4 3. Kt-KB3 Kt-KB3  
 4. P-K4 P-K4 4. P-K4 P-K4  
 5. Kt-K5 P-KB3 5. Kt-K5 P-KB3  
 6. Kt-K5 P-KB3 6. P-Q4  
 7. P-Q4 P-KB3 7. P-KB3  
 8. P-KB3 P-Q4 8. P-KB3  
 9. P-KB3 P-Q4 9. P-KB3  
 10. P-KB3 P-Q4 10. P-KB3  
 11. P-KB3 P-Q4 11. P-KB3  
 12. P-KB3 P-Q4 12. P-KB3  
 13. P-KB3 P-Q4 13. P-KB3  
 14. P-KB3 P-Q4 14. P-KB3  
 15. P-KB3 P-Q4 15. P-KB3  
 16. P-KB3 P-Q4 16. P-KB3  
 17. P-KB3 P-Q4 17. P-KB3  
 18. P-KB3 P-Q4 18. P-KB3  
 19. P-KB3 P-Q4 19. P-KB3  
 20. P-KB3 P-Q4 20. P-KB3  
 The gambit tournament at the local chess club, which has been neglected owing to the interest taken in the cable match, has to be completed by the end of this month, when unplayed games will be forfeited. At present Messrs. Sergeant and de Souza lead, both being undefeated.  
 The first-class tournament of the Kent County Association in the latter half of May was won by Mr. R. Loman, a Dutchman long resident and well known as a chess-player in London. He defeated, among others, Messrs. U. C. Müller, R. P. Mitchell (of the England & America team), Wainwright, and Mortimer. Mr. Loman is going in for the "Haupt" tourney at Hanover, the winner of which is entitled to call himself a master.  
 We quoted in the last issue of these notes some remarks of Herr Lasker on modern chess. Mr. Gawberg has criticised the champion pretty vigorously for some of these sayings, winding up his answer as follows:—"Of what use were the principles of the new school to Dr. Tarrasch at Hastings, Nuremberg, Budapest, and Monte Carlo? Of what use would Dr. Lasker's principles have been against the genius of a Charousek? At the Nuremberg Tournament in 1897 Charousek boldly played a Bishop's Gambit against Dr. Lasker and beat him." [It must be remembered, however, that Lasker had already secured the first prize when he met Charousek.—X.Y.Z.] "The principles of the new school are commendable for strategic purposes—and compulsory against an opponent of equal force—a sound opening, a sound development, keeping a draw in hand to begin with, &c. But as soon as the disposition of the forces is concluded and tactics begin, then the player with a fertile imagination and power of combination, to whatever school he may be said to belong, will have the best of it. Dr. Lasker himself has laid down infallible rules for defending the Ray Lopez in Common Sense in Chess, and these rules are obsolete now. *Autres temps, autres mœurs.* Two best advice that can be given is this—Always try and calculate a move more than your opponent—that is the school!"

By way of contrast to the concluding sentence of the above, we may recall Steinitz's advice to an amateur—it was given, of course, in jest—when the great Bohemian player said:—"Nevare combine! Let your opponent combine; it will cure be rotten, and you will win." That popular monthly *Pearson's Magazine* says:—"The venerable game of chess, for thousands and thousands of years pre-eminent among games of intellect, the game that no human mind can master in all its possibilities, has now a young, strong rival, that threatens to pull it down from the supreme place. This precocious, pushing, usurping game is called Salta." Yet even when we hear that the German Emperor has taken Salta up, and that his court jeweller made a set at a cost of £6,000, of gold pieces richly set with diamonds, emeralds and rubies, the table inland with mosaic work, chess-players will rest content to play the King of Games rather than the game patronised by Emperors. Perhaps some of my readers can give me some information about Salta. We are told that hardly a home or a café in Germany is without its Salta board. *Pearson's Magazine* says that "unlike chess, an infant can master this new game in five minutes"—which is about the poorest compliment that can be paid to a game. With regard to the controversy whether Masch was awarded the brilliancy prize at Monte Carlo for his game v. Janowsky, the following should be conclusive.—It is not a little singular, says *La Strategie*, that M. Technicor, although himself given to brilliant combinations, should be the only critic of the award in the Mason-Janowsky game at Monte Carlo. In the *Nouveau-Temps* he remarked that "the game was of little interest and in general badly played on both sides." The following is the record of Mr. J. L. Jacobson, former champion of Australia, who has temporarily retired from chess—Queenland championship and gold medal, 1887; championship of Australia, 1897, defeating W. W. Crane by seven games to one; championship retained in 1898, beating W. H. Jones by seven games to one; New South Wales championship, 1901, during this time he has also contributed to uphold the honour of New South Wales in telegraphic matches.  
 In the Monte Carlo tourney the chief openings were Queen's Pawn, 57; Ray Lopez, 55; Sicilian, 25; French, 21; Petroff, 13; Philidor, 8. The player of White had an advantage in the two first named, which therefore seem to justify the great preference shown for them in recent masterly tourneys. The revival of the Sicilian Defence is somewhat remarkable. A pretty game in the latter opening with an excellent finish is subjoined. It was played at Riga, on the Baltic, some months ago.

**SICILIAN DEFENCE.**  
 White. Black.  
 1. P-K4 P-Q4 13. Kt-K5 Q-K4 (Kt5)  
 2. P-K4 P-Q4 14. Q-K5 Q-K5  
 3. P-Q4 P-K4 15. Q-K5 Q-K5  
 4. Kt-K5 Kt-K5 16. P-B3 Q-B3  
 5. Kt-K5 Kt-K5 17. Kt-K5 Kt-K5  
 6. Kt-K5 Kt-K5 18. Kt-K5 Kt-K5  
 7. Kt-K5 Kt-K5 19. Kt-K5 Kt-K5  
 8. Kt-K5 Kt-K5 20. P-B3 Kt-K5  
 9. Kt-K5 Kt-K5 21. B-K2 P-B3  
 10. P-K4 P-Q4 22. Q-B2 Kt-B3  
 11. P-K4 P-Q4 23. Q-B2 Kt-B3  
 12. Kt-B4 P-Q4 24. Kt-B4

## SCIENTIFIC MISCELLANY.

**DESERT BALLOONING—JURIOUS WEAKNESS OF BRONZE—A NEW ELOTTER—AN IMPROVED THUNDERSTORM-INDICATOR—HAY FEVER NOW DUE TO POLLEN—NATURE'S FLUSH STORAGE—AIR-BORNE SMALL-POX—ORIGIN OF LEPROSY—NERVOGIDISE.**

As the north-north-east wind blows quite constantly over the central Sahara from October to April, a French aeronaut, N. Les Desbroux, believes that it should be easy to cross the desert by balloon from Tunis to the Niger. He proposes trying the experiment with a small unmanned balloon of about 4,000 cubic yards. This would carry a guide-rope of considerable weight and an automatic discharger of water-balls, and will be expected to keep aloft for 12 days. In case of wreck on the way, the chances favour the recovery of the registering apparatus, with many valuable scientific data.

An astonishing decrease in the tensile strength and ductility of bronze at temperatures above 400 deg. F. has been reported by Prof. C. Bieh, of Stuttgart. With an alloy of 91 per cent. of copper, 4 of zinc and 5 of tin, these properties were reduced about 6 per cent. at 400 deg., but about 50 per cent. at 600 deg. This discovery suggests caution in the use of bronze for engine parts in contact with superheated steam.

Porous white paper immersed in a solution of 1 part of oxalic acid in 4 parts of alcohol and subsequently dried, forms a new blotting-paper for dried ink. The ink to be removed is moistened with water, and the paper is used in the usual manner.

Many steam-pipe explosions are due to water-hammer action. In a late paper, Mr. C. E. Stromeyer showed that a plug of water only 4 inches long propelled only 2 feet under a pressure of 15 pounds would exert a pressure of 6,400 pounds on being suddenly stopped.

Records for 30 years show that 43 per cent. of the storms of the British Isles approach from some point between south and south-west. Not 1 per cent. move westward.

Various electrical devices—including Tommasina's electro-radiophone and Fyfi's coherer—have been used for studying distant thunderstorms. The new apparatus of J. J. Landerer consists of a telegraph line of 300 yards, running north-north-east, which is put to earth through the water-pipes of Tortosa, and joined to a very sensitive galvanometer. A great advantage is the showing of the direction of the discharge. A lightning flash in the distance gives a slight shock followed by a greater one, and the small deviations are always in the same direction during the same storm, the discharge proceeding from north to south in storms taking place east of the meridian and from south to north in storms in the west. One storm recorded was as far away as Majorca, a distance of 150 miles.

The "pollen theory" of hay fever has been proven by two German investigators to be untenable. The number of pollen particles in the air during the hay fever season is very small, an average of 25 to each cubic metre, and the nasal and throat secretions of hay fever patients show less pollen than those of healthy persons. Very few micro-organisms appear in the pollen. As to the bacteria that may excite hay fever little or nothing was learned, and it is still uncertain how such germs may be transmitted.

A touching bit of Alpine history tells of a guide who fell into a crack in a glacier, and whose perfectly-preserved body emerged so long afterwards that it was recognised only by an old woman who had been his youthful sweetheart. Even more striking was the late discovery of Dr. Herz in Eastern Siberia. It was the perfect body of a mammoth, which, while quietly feeding some 2,000 years ago, had fallen down declivity and been instantly killed. Its mouth still held the last tuft of grass, its thick red-brown hair was still unchanged.

A half-acre near Scarborough, Eng., is planted with trees and shrubs for raising moths and butterflies. In their season the stock of caterpillars is 20,000; and from 30,000 to 40,000 preserved insects are kept in reserve.

Small-pox infection appears to have been carried by the air in cases observed in England by Dr. Thresh. Hospital ships are anchored in the Thames about 700 yards from the Essex shore, with which no communication is allowed, and when these ships have been receiving small-pox patients—both in 1895 and during the epidemic of the last few months—the disease has been constantly present in the neighbouring Essex district. Within three-quarters of a mile from the ships not less than 8.8 per cent. of the inhabitants have been attacked. In the past this area much exposed to the infected wind, moreover, 12 per cent. of the population have become victims, while in a part rarely in line with the wind from the ships the rate has been less than 1 per cent. Passing beyond three-fourths of a mile, the rate has rapidly fallen, the baneful influence seeming to have extended about two miles.

From a study of leprosy in South Africa, Mr. J. Hutchings concludes that the primary cause is the use as food of badly-cured salt fish. He does not believe that the disease is infectious or contagious in the ordinary sense, but that it may be communicated by eating food poisoned by a leper's hands. Legislative control of the fish-curing establishments is the most important means of prevention. There should also be warning as to the danger of communication, and small isolation-homes for lepers in the dangerous stage.

A new local anæsthetic, an alkaloid from an Indian plant called "gasu-ban," is to be known

as "nervogidise." It exerts a much more sustained action than cocaine, but has such drawbacks as giving local irritation, requiring 10 to 20 minutes to produce the anæsthetic state, and causing nausea and more severe symptoms of general poisoning. It is useful in certain dental cases.

Mount Elma is found by Prof. Riess to have been lowered 65 feet on the south since 1868, and twice as much on the north. The top is supposed to have been slowly blown away by the wind.

## NOTICE OF FIRM.

## NOTICE.

I HAVE THIS Day commenced business in this Colony as GENERAL PRINTER and PUBLISHER.  
 Address: 41, DES VAUX ROAD CENTRAL.  
 L. NORONHA.  
 Hongkong, 1st July, 1902. [1802]

## THE TRADE MARKS ORDINANCE 1898.

## APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE IS HEREBY GIVEN that THE PALATINE ENGINEERING COMPANY, LIMITED, of 10, Blackstock Street, Liverpool, in the County of Lancashire, England, Manufacturers, have on the 29th day of May, 1902, applied for the Registration in Hongkong, in the Register of TRADE MARKS, of the following TRADE MARK:—  
**LORD KELVIN'S**  
 in the name of THE PALATINE ENGINEERING COMPANY, LIMITED, who claim to be the Proprietors thereof.

The TRADE MARK has been used by the Applicants in respect of the following Goods, namely, taps and valves and other similar articles included in Class 13.  
 A Facsimile of the TRADE MARK can be seen at the Office of the Colonial Secretary of Hongkong and also at the Office of the undersigned.  
 Dated the 3rd day of June, 1902.  
**EWENS & HARTSON,**  
 Solicitors for the Applicants.  
 35, Queen's Road Central, Hongkong.  
 15811

## BRITISH NORTH BORNEO.

## WANTED.

**AN EXPERIENCED FOREMAN** for a Government Timber Mill. Must be thoroughly acquainted with the erection and management of Timber-cutting Machinery. Forward copies of references and state salary required to—  
**DIRECTOR OF PUBLIC WORKS,**  
 Sandakan.  
 Hongkong, 4th February, 1902. 6446

## WANTED IMMEDIATELY.

**AN EXPERIENCED PORTUGUESE CLERK** for Canton.  
**ARNOLD, KARBBERG & CO.,**  
 Hongkong, 30th June, 1902. 1780

## WANTED IMMEDIATELY.

**FOR One Month, a SMALL HOUSE** or FLAT. Unfurnished or Furnished. State Rent required.  
 Address—  
 S.  
 Care of Daily Press Office  
 Hongkong, 19th June, 1902. 1696

## NOTICE.

**THE GENERAL OFFICER COMMANDING IN CHINA** has received a Commission as COMPETENT ARCHITECTURAL DRAUGHTSMAN for service in Hongkong. Terms of employment can be ascertained on application to the COMMANDING ROYAL ENGINEER, Head Quarters Office, Hongkong, 1st July, 1902. [1830]

**QUAN WAH & CO.,**  
 GRANITE MERCHANT CONTRACTORS.  
 Dealers in

**MARBLE AND GRANITE MONUMENTS.**  
 No. 1, QUEEN'S ROAD EAST.  
 Estimates, Designs & Prices on Application. All descriptions of Granite for Export.  
 Hongkong, 17th October, 1899. 1191

**PORTLAND CEMENT.**  
**J. B. WHITE & BROS.**

**SOLE AGENTS FOR HONGKONG—**  
**ALEX. ROSS & CO.**  
 Hongkong, 1st July, 1902. [1859]

**MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.**

**CODE WORD: "DOCK" NAGASAKI.**  
 A.I., A.B.C., Scottish and Engineering Codes Used.

**DOCK No. 1 (at TATEGAMI).**  
 Extreme Length ... 523 feet.  
 Length on Blocks ... 513 "  
 Width of Entrance on Top ... 89 "  
 Width of Entrance on Bottom ... 77 "  
 Water on Blocks at Spring Tide 261 "

**DOCK No. 2 (at MUKAIJIMA).**  
 Extreme Length ... 371 feet.  
 Length on Blocks ... 350 "  
 Width of Entrance on Top ... 65 "  
 Width of Entrance on Bottom ... 53 "  
 Water on Blocks at Spring Tide 82 "  
**PATENT SLIP (at KOSUGI).**  
 Can take vessels up to 1,000 tons gross.

**THE WORKS** are well equipped with the LATEST IMPROVEMENTS and can execute any kind of work in SHIPBUILDING and MARINE ENGINEERING as well as in REPAIRING OF SHIPS.

**THE COMPANY** has a SALVAGE STEAMER, 12 TONS GROSS, FITTED with POWERFUL "A VAGE" PLANT READY at SHORT NOTICE.  
 1534

**CHONG LEE & CO.**

**FURNITURE STORE.**  
 Established over 20 Years.  
**IMPORTERS and EXPORTERS** of all Dealers in Furniture, Blinds, Jewellery, Carvings, Caskets, Photo-frames and Glassware. Dining-room and other sets on Hire, &c. For the HIGHEST and CHEAPEST.  
 8, QUEEN'S ROAD.  
 Right opposite P.  
 Hongkong, 30th Nov.

## SAVED \$15.00.

"I SAVED \$15.00 ON THE ORDER YOU SENT ME LAST, BESIDES RECEIVING BETTER AND FRESHER GOODS THAN I OBTAIN HERE."

(Extract from letter received from Tokio, Japan.)

We are of the impression that there are many others who can send to us with the same satisfactory result, and we invite a comparison of prices in our catalogues with local rates.

Freight and other expenses do not exceed 20%.

We guarantee quality of our goods, safe packing and delivery.

Let us become better acquainted.

We have complete price lists for the asking. Postal card insures same by return mail.

## SMITHS' CASH STORE.

Nos. 25-27, MARKET STREET, SAN FRANCISCO, CALIFORNIA, U.S.A.  
 Cable: FIDELITY. [207-5]

## JAPAN COALS.

## MITSUI BUSSAN KAISHA

## MITSUI &amp; CO.

HEAD OFFICE—43, SAKAMOTO-CHO, TOKYO.  
 LONDON BRANCH—34, LIME STREET, E.C.  
 HONGKONG BRANCH—PRINCE'S BUILDINGS, ICE HOUSE STREET.

## OTHER BRANCHES:

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Kure, Shimonoeki, Nani, Wakamatsu, Karatsu, Nagasaki, Kuchino, Sasebo, Mailuru Miki, Hakodate, Taipei, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A-1 Codes).

**CONTRACTORS OF COAL** to the Imperial Japanese Navy and Arsenal and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

**SOLE PROPRIETORS** of the Famous Miki, Tagawa, Yamano and Ida Coal Mines; and **SOLE AGENTS** for Hokoku, Honda, Ichihara, Kanada, Kishima, Mameda, Manoura, Otsu, Otsu, Sasahara, Tsubakuro, Yoshinotani, Yoshio, Yuzubara, and other Coal.  
 N. INUZUKA, Manager, Hongkong.

## DOCTORS SAY

That languor, headaches, constipation, sleeplessness and half the pains that rack mankind, arise from indigestion. British subjects everywhere declare there is no remedy for indigestion so unfailingly successful as

## MOTHER SEIGEL'S CURATIVE SYRUP

"For years I have suffered from acute spasms and severe attacks of indigestion. Although I had medical advice and took several different kinds of medicine, I got no relief until I tried Mother Seigel's Curative Syrup. After taking two bottles of it I felt quite a different person. Whenever I feel out of sorts, a dose always gives me relief. Mrs. E. S. Patterson, Glenside Villa, 1, Ashstead Road, Green Point, Cape Town."

## CURES INDIGESTION.

**TRY NAVY CUT**  
**ATC**  
**A GENTLEMAN'S SMOKE**  
 Supplied in Three Grades.  
**Mild Medium & Strong.**  
**PACKED IN AIR TIGHT VACUUM TINS**  
 MANUFACTURED BY THE AMERICAN TOBACCO CO. U.S.A.









VESSELS ON THE BERTH  
OCEAN STEAMSHIP COMPANY.

FROM	OUTWARDS.	STEAMERS	DUE
GLASGOW and LIVERPOOL	"ULYSSES"	On 5th July.	
GLASGOW and LIVERPOOL	"TELEACHUS"	On 11th July.	
GLASGOW and LIVERPOOL	"TYDEUS"	On 17th July.	
GLASGOW and LIVERPOOL	"PYRRHUS"	On 23th July.	
GLASGOW and LIVERPOOL	"ANTENOR"	On 31st July.	
GLASGOW and LIVERPOOL	"DARDANUS"	On 6th Aug.	

  

OR	HOMEWARDS.	STEAMERS	TO SAIL
LONDON	"ALCINOUS"	On 10th July.	
LONDON	"SARIPEDON"	On 22nd July.	
LONDON	"ULYSSES"	On 5th Aug.	
LONDON and ANTWERP	"TELEMACHUS"	On 18th Aug.	
LIVERPOOL DIRECT (Taking Cargo at London Rates)	"IDOMENEUS"	On 13th July.	
LIVERPOOL DIRECT (Taking Cargo at London Rates)	"TYDEUS"	On 20th Aug.	

The S.S. "ULYSSES" left Singapore on the 30th ult., and is expected here on the 5th inst.  
The S.S. "LAERTES" from Penang, has arrived, and leaves for Amoy on Sunday, 6th inst.  
For Freight, apply to

BUTTERFIELD & SWIRE,  
AGENTS, O. S. S. CO.

Hongkong, 3rd July, 1902.

CHINA NAVIGATION CO.,  
LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"WHAMPOA"	On 4th July.
TIEN-TSIN	"KWEIYANG"	On 11th July.
MANILA	"SUNGKIANG"	On 18th July.
Kobe and Yokohama	"TSINAN"	On 25th July.
PORT DARWIN, BURDAW, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, MELBOURNE, and ADELAIDE	"TAIYUEN"	On 28th July.

\* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.  
+ Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 1st July, 1902.

## OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
TAMSUI VIA SWATOW AND AMOY	"DAIJIN MARU"	SUNDAY, 6th July.
TAMSUI VIA SWATOW AND AMOY	"DAIGI MARU"	SUNDAY, 13th July.
ANPING VIA SWATOW AND AMOY	"MAIZURU MARU"	WEDNESDAY, 9th July.
FOOCHOW VIA SWATOW AND AMOY	"ANPING MARU"	WEDNESDAY, 16th July.

The Co.'s new Steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for first-class passengers, and a duly qualified doctor is carried.  
All Steamers carry the Imperial Japanese Mails, subject to periodical inspection by the Government Marine Surveyors, and are registered the highest class at Lloyd's.  
Steamers will go alongside the Co.'s Pontoon at the Customs' water-front premises a Tamsui to land all passengers and cargo.

OSAKA SHOSEN KAISHA.

For Freight, Passage, and further information, apply to  
THE MITSUI BUSSAN KAISHA,  
Agents.

Hongkong, 4th July, 1902.

## PORTLAND &amp; ASIATIC STEAMSHIP CO.

SAILINGS FROM HONGKONG TO SHANGHAI, INLAND SEA OF JAPAN, KOBE, AND YOKOHAMA FOR

STEAMSHIP	Tons.	CAPTAIN	HONGKONG.
"INDRAVELLI"	3,152	Craven	July 26, 1902
"INDRAPURA"	3,152	Hollingsworth	Aug. 14, 1902
"INDRASAMHA"			Sept. 13, 1902

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of freight and further information, communicate with or apply to

ALLAN CAMERON, GENERAL AGENT.

Hongkong, 1st March, 1902.

NAVIGAZIONE GENERALE ITALIANA.

(FLOREO &amp; RUBINATI UNITED COMPANIES).

STEAM FOR BOMBAY, VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and GULF OF PERSIA.

TAKING CARGO AT THROUGH RATES TO PERSIAN GULF AND BAHRAIN, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

THE Steamship

"BISAGNO,"

Captain Mazio, will be despatched as above on FRIDAY, the 11th inst., at NOON.

At Bombay, the steamer is discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to

CARLOWITZ &amp; CO., Agents.

Hongkong, 1st July, 1902.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DUE TO PENANG).

Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ, and PORT SAID.

(Taking Cargo at through rates to BRAZIL, SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.)

THE Company's Steamship

"MARIA VALERIE,"

Captain Bollen, will be despatched as above on TUESDAY, the 15th inst., at 4 P.M.

This Steamer has Capital Accommodation for Passengers, Electric Light and carries a Doctor.

For information as to Passage and Freight, apply to

SANDER, WIELER &amp; CO., Agents.

Hongkong, 30th June, 1902.

## TOYO KISEN KAISHA.

(ORIENTAL S.S. CO.)

REGULAR SERVICE BETWEEN HONGKONG AND MANILA.

THE Company's well-known Steamship

"ROSETTA MARU,"

3,376 Tons.

Captain Tate, will be despatched for MANILA on SATURDAY, the 12th inst., at NOON.

Magnificent Accommodation. Comfortable Cabins. Excellent Table. Unrivalled Speed. Electric Light. Doctor and Stewardess carried.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA, Agents.

Prince's Buildings, 100 Horse Street, Hongkong, 3rd July, 1902.

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

(ROR. M. SLOMAN &amp; CO., HAMBURG.)

FOR NEW YORK.

THE full-powered Steamship

"VERONA,"

will be despatched for the above port on SATURDAY, the 19th July.

For Freight, apply to

CARLOWITZ &amp; CO., Agents.

Hongkong, 30th June, 1902.

NATAL LINE OF STEAMERS.

THE undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION CO.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars, apply to

DODWELL &amp; CO., LIMITED, General Agents for China and Japan.

Hongkong, 4th August, 1897.

## COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

## NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS.

LONDON, HAVRE, BORDEAUX, PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 14th July, 1902, at 1 P.M., the Company's Steamship "ERNEST SIMONS," Captain Dupuy Eromy, with Mails, Passengers, Specie and Cargo, will leave this port for MARSEILLES, via BOMBAY.

This Steamer connects at COLOMBO with the s.s. "Australia," which vessel takes on her Passengers and Mails, leaving that port on the 20th July, direct to Suez, Port Said and Marseilles.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M., on the 13th July. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 3rd July, 1902.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Port Darwin and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &amp;c.)

THE Steamship

"AIRLIE,"

Captain St. John George, will be despatched for the above ports on THURSDAY, the 17th July, at 10 A.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provision, Ice, &amp;c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the Steamers of the China Navigation Company and vice versa.

For Freight or Passage, apply to

GIBB, LIVINGSTON &amp; CO., Agents.

Hongkong, 1st July, 1902.

UNITED STATES AND CHINA-JAPAN S.S. LINE.

REGULAR MONTHLY SERVICE FROM JAPAN, CHINA, HONGKONG AND SINGAPORE.

TO NEW YORK (via SUEZ CANAL).

The following steamer will be despatched as above at monthly intervals, carrying Cargo at current rates.

S.S. "INDRAMATO" July, 1902

S.S. "INDRAMAT" August, 1902

A NEW STEAMER September, 1902

For Freight and further information, apply to

JARDINE, MATHESON &amp; CO., Agents "Indra" Line, Ltd.

1280

SHEWAN TOMES &amp; CO.'S NEW YORK LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ASAMA,"

Captain F. F. Bement, will be despatched for the above port on or about the 15th August.

For Freight, apply to

SHEWAN, TOMES &amp; CO., Agents.

Hongkong, 1st July, 1902.

NOTICE TO CONSIGNEES.

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, PORT SAID, COLOMBO, AND SINGAPORE.

THE Company's Steamship

"TAMBA MARU,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before NOON, TO-DAY, 1st inst.

Goods not cleared by the 8th inst., will be subject to rent.

All ship-damaged packages must be left in the Godowns and notice of same sent to this Office before the 11th inst., or claims in connection therewith will not be recognized.

NIPPON YUSEN KAISHA.

Hongkong, 1st July, 1902.

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "LENNOX,"

FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before NOON, TO-DAY, the 3rd inst.

All claims against the Steamer must be presented to the Underwriter on or before the 10th July, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 7th July, at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON &amp; CO., Agents.

Hongkong, 3rd July, 1902.

STEAMSHIP "ERNEST SIMONS."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London and Havre ex s.s. "Sidon," and Bordeaux ex s.s. "Vila de Lorient," in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON, TO-DAY, the 30th June, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, Goods remaining unclaimed after MONDAY, the 7th July, at NOON, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 7th July, or they will not be recognized.

All damaged packages will be examined on MONDAY, the 7th July, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.

Hongkong, 30th June, 1902.

HONGKONG STEAMERS.

Amoy, German str., 663, Flambock, July 3, Chinese.

Arnold Lunkey, German str., 1,075, Payson, July 1, E. A. Trading Co.

Bengale, British str., 1,330, Potter, June 30, Gibb, Livingston &amp; Co.

Cape Colony, Brit. str., 1,783, Prescott, June 19, Government.

Crown of Arragon, British str., 1,474, Dorward, May 13, Gibb &amp; Co.

Daijin Maru, Jap. str., 800, Ogata, July 2, M. B. Kaisha.

Elita Nossick, Ger. str., 1,161, Bruhn, June 28, East Asiatic Trading Co.

Elsa, German str., 1,702, Schonwandt, June 30, Jensen &amp; Co.

Elsa, German steamer, 1,703, Riecke, July 3, Jensen &amp; Co.

Glenogle, British str., 2,399, Warner, June 25, Jardine, Matheson &amp; Co.

Glenroy, British str., 2,144, Selby, July 1, McGregor Bros. &amp; Gow.

Gloucester City, British str., 1,409, Nilzen, June 24, Dodwell &amp; Co., Limited.

Hailan, French str., 377, Andersen, July 1, A. R. Marty.

Haitan, British str., 1,183, Reach, July 2, Douglas Laiprak &amp; Co.

Haliotis, Dutch steamer, 1,070, Bijn, June 30, Arnold, Karberg &amp; Co.

Hans Hemzell, German str., 1,697, Auer, June 27, E. A. Trading Co.

Heathburn, British str., 2,740, Keith, June 30, Dodwell &amp; Co., Limited.

Independent, German str., 871, Ziegler, July 1, Sander, Wieler &amp; Co.

Kachidate Maru, Jap. str., 2,183, Fujiki, July 3, M. B. Kaisha.

Krongwai, German str., 1,115, Leuss, June 29, Melchers &amp; Co.

Kiappi, Amr. str., 1,347, Brissander, July 1, Chinese.

Kong Hong, Ger. str., 892, Ziegler, June 30, Butterfield &amp; Swire.

Kunaw Maru, Jap. str., 3,143, Haswell, July 2, Nippon Yusen Kaisha.

Kweiyang, British str., 1,062, Hocker, July 1, Butterfield &amp; Swire.

## NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM ANTWERP, MIDDLESBOROUGH, LONDON AND STRAITS.

THE Steamship

"GLENROY,"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 7th instant will be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Co. within ten days after the steamer's arrival, after which no claims will be recognized.

McGREGOR BROS. &amp; GOW.

Hongkong, 1st July, 1902.

"BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "HEATHBURN,"

FROM NEW YORK, STRAITS AND MANILA.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 7th July, will be subject to rent.

All claims against the Steamer must be presented to the Underwriter on or before the 10th July, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 7th July, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL &amp; CO., LD., Agents.

Hongkong, 30th June, 1902.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENGLOE,"

FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 7th July will be subject to rent.

All claims against the Steamer must be presented to the Underwriter on or before the 20th July, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 7th July, at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON &amp; CO., Agents.

Hongkong, 3rd July, 1902.

STEAMSHIP "ERNEST SIMONS."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London and Havre ex s.s. "Sidon," and Bordeaux ex s.s. "Vila de Lorient," in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON, TO-DAY, the 30th June, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, Goods remaining unclaimed after MONDAY, the 7th July, at NOON, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 7th July, or they will not be recognized.

All damaged packages will be examined on MONDAY, the 7th July, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.

Hongkong, 30th June, 1902.

HONGKONG STEAMERS.

Amoy, German str., 663, Flambock, July 3, Chinese.

Arnold Lunkey, German str., 1,075, Payson, July 1, E. A. Trading Co.

Bengale



## POST OFFICE NOTICES.

Inward parcels by a. Valetta are now ready for delivery.  
Parcel Mails for Europe, &c., per a. *Paravania*, will close at 3 p.m. to-day.  
The *America* Mail, with the American Mail of the 4th inst., left Shanghai on Tuesday, the 1st inst., at 3 p.m., and may be expected here to-day.

## MAILS WILL CLOSE

FOR	PER	DATE
Canton, Samarang	Hongkong	Friday, 4th, 7.30 A.M.
Shanghai	Gloucester City	Friday, 4th, 8.0 A.M.
Singapore, Amoy and Foochow	Valetta	Friday, 4th, 9.00 A.M.
Swatow, Amoy and Foochow	Elze	Friday, 4th, 10.00 A.M.
Nagasaki, Kobe and Yokohama	Italian	Friday, 4th, 11.00 A.M.
Manila	Bengal	Friday, 4th, 11.00 A.M.
Shanghai	Hongkong	Friday, 4th, 1.15 P.M.
Swatow, Amoy and Foochow	Italian	Friday, 4th, 3.00 P.M.
Shanghai	Gloucester City	Friday, 4th, 3.00 P.M.
Swatow, Amoy and Foochow	Italian	Friday, 4th, 4.00 P.M.
Shanghai	Bengal	Friday, 4th, 4.00 P.M.
Singapore, Amoy and Foochow	Valetta	Friday, 4th, 5.00 P.M.
Swatow, Amoy and Foochow	Elze	Friday, 4th, 5.00 P.M.
Thursday Island, Townsville, Brisbane, Sydney and Melbourne	Kumano Maru	Saturday, 5th, 10.00 A.M.
Mye and Melbourne	Kuchikate Maru	Saturday, 5th, 10.00 A.M.
Bangkok	Sophie Rickmers	Saturday, 5th, 10.00 A.M.

EUROPE, &c., India via Taticonin  
(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents.)

Swatow, Amoy and Tamsui  
Manila  
Tientsin  
Manila

EUROPE, &c., India via Taticonin  
(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents.)

Singapore, Penang and Bombay  
Mojh, Kobe, Yokohama, Victoria, B.C., and Tacoma

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO  
(Supplementary mail on board up to the time fixed for departure of the Mail. Extra Postage 10 cents.)

EUROPE, &c., India via Taticonin  
(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents.)

## TO-MORROW.

Sale, Steam-launch *Choy Po*, Queen's Statue.  
Wharf, Messrs. Hughes & Hough, 12.30 p.m.  
Sale, Stamps, Sales Rooms, Messrs. Hughes & Hough, 2 p.m.  
Sale, Miscellaneous, Sales Rooms, Mr. V. I. Remond, 2.30 p.m.  
Sale, Furniture, Sales Rooms, Mr. Geo. P. Jammet, 2.30 p.m.

## COMMERCIAL.

## CLOSING QUOTATIONS.

ON LONDON.	3rd July.
Telegraphic Transfer	1.84
Bank Bills, on demand	1.84
Bank Bills, at 30 days sight	1.84
Bank Bills, at 4 months sight	1.84
Credits, at 4 months sight	1.84
Documentary Bills, 4 months sight	1.84
ON PARIS.	3rd July.
Bank Bills, on demand	2.15
Credits, at 4 months sight	2.15
ON GERMANY.	3rd July.
On demand	1.74
Bank Bills, on demand	4.13
Credits, 90 days sight	4.13
ON NEW YORK.	3rd July.
Bank Bills, on demand	4.13
Credits, 90 days sight	4.13
ON BOMBAY.	3rd July.
Telegraphic Transfer	1.28
Bank on demand	1.28
ON CALCUTTA.	3rd July.
Telegraphic Transfer	1.28
Bank on demand	1.28
ON SHANGHAI.	3rd July.
Bank, at sight	74
Private, 30 days sight	74
ON YOKOHAMA.	3rd July.
On demand	1.10 p.m.
ON MANILA.	3rd July.
On demand	2 p.m.
ON SINGAPORE.	3rd July.
On demand	1 p.m.
ON BATAVIA.	3rd July.
On demand	1 p.m.
ON RAIPUR.	3rd July.
On demand	1 p.m.
ON SAIGON.	3rd July.
On demand	1 p.m.
ON BANGKOK.	3rd July.
On demand	1 p.m.
RUPEES, Bank's Buying Rate	211.58
Gold LEAF, 100 to 1	50.25
5 SILVER, 100 to 1	54.4

## OPIUM.

Quotations are— Allow net to 1 cent.  
Malwa New \$800 to \$910 per picul  
Malwa Old \$850 to \$910  
Malwa Older \$1000 to \$1100  
P. F. per picul \$550 to \$650  
Persian fine quality \$550 to \$650  
Persian extra fine to \$650  
Patna New \$900 to \$1000 per chest  
Patna Old \$850 to \$950  
Benares New \$850 to \$950  
Benares Old \$800 to \$900

## VESSELS EXPECTED.

THE AMERICAN MAIL.  
The T.K.K. steamer *America* Maru, with mails, &c., left Shanghai for this port on the 1st inst., at 5 p.m., and was due here to-day, at 11 a.m.

THE GERMAN MAIL.  
The Imperial German mail steamer *Kiame* Maru, left Colombo on the 28th ult., and may be expected here on or about the 9th inst.

THE INDIAN MAIL.  
The steamer *Aradon* Apar, from Calcutta, left Singapore for this port on the 1st inst., p.m.

THE CANADIAN MAIL.  
The C.P.R. steamer *Empress* of Japan arrived at Kobe at 3.30 p.m. on the 1st inst., and left again at 1 a.m. on the 2nd for Shanghai, via Nagasaki, where she is due to arrive at mid-night, to-day.

MERCHANT STEAMERS.  
The C.N. steamer *Tatsumi* left Sydney on the 12th ult. for this port, and is due here to-day.

## JOINT STOCK SHARES.

COMPANY.	PAID UP.	QUOTATIONS.
Hongkong & Shanghai Bank	\$125	\$205, buyers
Natl. Bank of China	\$125	\$205, buyers
B. Shares	\$24	\$27, buyers
Poon, Shares	\$24	\$27, buyers
Bell's Asbestos E. A.	\$1	\$1, buyers
Campbell, Micro & Co.	\$10	\$21, buyers
China-Borneo Co., Ltd.	\$16	\$25, buyers
China Light and	\$20	\$25, buyers
Power Co., Ltd.	\$20	\$25, buyers
China Prov. L. & M.	\$100	\$105, buyers
China Sugar	\$100	\$105, buyers
Cigar Companies	\$500	\$500, nominal
Alumina, Ltd.	\$50	\$45, sellers
Trust Co., Ltd.	\$50	\$45, sellers
Cotton Mills	\$100	\$105, buyers
Ewo	\$100	\$105, buyers
International	\$100	\$105, buyers
Laon Kung Mow	\$100	\$105, buyers
Hongkong	\$100	\$105, buyers
Dairy Farm	\$100	\$105, buyers
Penwick & Co., Geo.	\$25	\$25, buyers
Green Island Cement	\$10	\$10, buyers
H. & C. Bakery	\$10	\$10, buyers
Hongkong & C. Gas	\$10	\$10, buyers
Hongkong Electric	\$10	\$10, buyers
H. L. Tramways	\$10	\$10, buyers
nk. Steam Water	\$10	\$10, buyers
boat Co., Ltd.	\$10	\$10, buyers
Hongkong Hotel	\$10	\$10, buyers
Hongkong Ice	\$10	\$10, buyers
H. & C. Warehouse	\$10	\$10, buyers
Hongkong Rope	\$10	\$10, buyers
H. & W. Dock	\$10	\$10, buyers
Insurance	\$10	\$10, buyers
China & India	\$10	\$10, buyers
China & India	\$10	\$10, buyers
Hongkong & C. Gas	\$10	\$10, buyers
Hongkong Electric	\$10	\$10, buyers
H. L. Tramways	\$10	\$10, buyers
nk. Steam Water	\$10	\$10, buyers
boat Co., Ltd.	\$10	\$10, buyers
Hongkong Hotel	\$10	\$10, buyers
Hongkong Ice	\$10	\$10, buyers
H. & C. Warehouse	\$10	\$10, buyers
Hongkong Rope	\$10	\$10, buyers
H. & W. Dock	\$10	\$10, buyers
Insurance	\$10	\$10, buyers

## THE WEATHER.

## CHINA COAST METEOROLOGICAL REGISTER, 2d JULY, P.M.

REGISTER, 2nd JULY, P.M.					
STATION.	Hour.	Barometer. red, to sea level and 32° Fahr Temperature.	Humidity.	Wind.	Weather.
Vladivostok	2 p.	30.04	—	S	8
Nemuro	"	29.93	—	S	8
Hakodate	"	29.98	—	N	8
Tokyo	"	29.79	—	N	8
Kobe	"	29.75	—	N	8
Kagoshima	"	29.88	—	N	8
Oshima	"	29.91	—	N	8
Shimonoseki	"	29.70	—	N	8
Yokohama	"	29.70	—	N	8
Tsushima	1 p.	29.79	—	NW	8
Shimonoseki	"	29.75	—	NW	8
Yokohama	"	29.77	—	NW	8
Tsushima	"	29.77	—	N	8
Vladivostok	3 p.	29.97	73	SE	8
Nemuro	"	29.77	70	SE	8
Hakodate	2.30 p.	29.81	81	E	8
Tokyo	3 p.	29.81	81	E	8
Kobe	"	29.62	91	SE	8
Kagoshima	4 p.	29.72	55	SW	8
Oshima	"	—	—	SW	8
Shimonoseki	"	29.70	—	SW	8
Yokohama	1 p.	29.71	87	SW	8
Tsushima	3 p.	29.70	90	SW	8
Vladivostok	"	29.80	83	NE	8
Nemuro	"	29.82	85	NE	8